

PRICE \$28 PER MONTH

SHIPPING

ARRIVALS.

May 21, **DIAMOND**, British steamer, 1,030, Snow,
Peking and Singapore 18th May, General.
—C. M. S. N. Co.

May 21, **DEIMA**, German str. 935, C. Chris-
tensen, Moji 18th May, Coal.—Geo. R.
STEVENS & Co.

May 25. TAI-LEE, German str., 225, Calender,
Singapore 19th May. General. — CHINESE.
May 25 SUNKING, British steamer, 294, C.
B. Dodd, Whampoa 25th May. General. —
BUTTERFIELD & SWIRE.
May 25 ALTONOWER, British str., 1,611, Barnet,
Hamburg, and Singapore 16th May. Gen-
eral. — JARDINE MATHESON & Co.
May 25 TAIYUAN, British str., 1,459, R. Nelson,
Kobe 19th May. Coals and General. — BYR-
TERFIELD & SWIRE.
May 25 BEN-KEE, British steamer, 1,394,

Malatios, Saigon? 21st May, Rico and Paddy.
—OIB, LIVINGSTON & Co.
May 25. ISALCO REED American ship, 1,489, F.
D. Waldo, New York 23rd May, Kergaden.
—RUSSELL & Co.
May 25. KUREANG, British steamer, 1,455, W.
H. Jackson, California 9th May, Penang 18th,
and Singapore 20th, General.—JARDINE,
MATHEWSON & Co.
May 25. MONQUET, British steamer, 859, Geo.
Andersen, Bangkok and Koischang 19th
May, Rico and Teakwood.—YUEN FAT

HONG.

May 28, WOOTAN, German str., 1,016. A. Off.
Cardiff and Singapore 14th May, Coal.—
WELKE & Co.

May 28, BENLARI, British steamer, 1,455. Le
Bostellier, Whampoa 28th May, General.
—GIBB LIVINGSTON & Co.

May 28, FRIGIDA, German steamer, 1,500. Nagel,
Kobe 19th May, General.—SIMPSEN & Co.

May 28, AARHINGTON, German steamer, 809.
Zindel, Whampoa 20th May, General.—
SIMPSEN & Co.

May 26, NANGA, British steamer, 863, Goddard,
Fowher 22nd May, Amor 23rd, and Swa-
tor 25th, General.—DOUGLAS LEPAIK &
Co.

May 26, TETAROS, German str., 1,560, Brit-
tann, Kachichinotz 24th May, Coals.—GEO.
E. STEVENS & Co.

May 26, JOHN BAIZEK, Amr. barkentine, 700,
F. P. Shepherd, Singapore 2nd May, Tim-
bar.—MASTER.

May 26, VELOCITY, British bk., 491, R. Martin,
Escolula 14th April, General.—CHINESE.

May 26, LYEEMOOR, German steamer, 1288, (C.
Heermann; Wuhu 20th May, Rio-
Simensen & Co.
May 26, AUGUSTA, German bark, 478, Jensen,
Bejans 5th May, Timber.—WIELER & Co.
May 26, LIBELLE, British ship, 865, G. Grant,
Saigon 22nd March, Rio.—E. C. RAY.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
20TH MAY.
Clear German ship, 1100, (C. Heermann; Wuhu 20th May, Rio-
Simensen & Co.

Changin, British str., for Bangkok.
Batavia, British str., for Mozi.
Folien, British str., for Swatow.
Kowang, Chinese str., for Shanghai.
Diamant, British str., for Amoy.
Tai Lee, German str., for Amoy.
Asching, German str., for Shanghai.
Johann, German str., for Quinhon.
Cornopolis, German str., for Touron.
Deudere, German str., for Katschinou.
Taichong, German str., for Swatow.

DEPARTURES.

May 24, PALOS, American gunboat, for Amoy.
May 25, TONGKANG, British str., for Swatow.
May 26, BATAVIA, British str., for Mozi.
May 26, COSNOPOLIT, German str., for Tientsin.
May 26, DEUTSCH, German str., for K'aochiu.
May 26, FOKTEN, British str., for Swatow.
May 26, JOHANN, German str., for Quincho.
May 26, KUANGLONG, Chinese str., for Shanghai.
May 26, TAICHING, German str., for Swatow.
May 26, TAI LEE, German str., for Amoy.

May 24, *INDEPENDENCE*, British cruiser, for Amoy.
May 26, *REDPOLE*, British gunboat, for Amoy.
May 26, *Promy*, British g.-b., for a cruise.

PASSENGERS.
ARRIVED.

Per *Tai-lee*, str., from Singapore—371 Chi.
Per *Katsang*, str., from Calcutta, &c.—Major Austin, and 331 Chinese.
Per *Brigga*, str., from Kobe.—Messrs. von Torb and Dresser.

Per Diamond, str. from Penang, &c.—697
 Chinese.
 Per Nimez, str., from Coast Ports.—Rev. and
 Mrs. Ashmore, and Mr. Bornemann.

VISITORS AT HOTELS.

HONGKONG HOTEL.—Mr. A. C. Adams, Rev.
 and Mrs. Wm. Ashmore, Major G. B. Austen,
 Mr. J. C. Bowker, Jr., Mrs. Bartol, Miss
 Candee, Messrs. A. K. S. Clark, P. S. Chubb,
 Mr. and Mrs. Coates, Mr. and Mrs. Cookham,
 Messrs W. G. Confield, G. Crockett, W. H.

Millicen, Mrs. and Mrs. G. W. Garrard, Mrs. T. E. Gurd, Mrs. and Mrs. Gordon-Smith, Messrs. Geo. Hamhart, H. C. King, J. Kirkwood, Mrs. and Mrs. H. W. Leman, Messrs. H. W. Lea, E. H. Low, Geo. McDonald, Nicol Moncur, W. B. Morrison, Mrs. and Mrs. H. Noble, Messrs. H. Radcliffe, W. G. Robinson, Capt. and Lady C. Rose, Mr. H. F. Ross, Dr. and Mrs. W. F. Scott, Messrs. G. A. Sherriff, Isaac T. Smith, C. P. Suckney, W. E. Thompson, J. C. Tremayne, Desires' Tricot, E. B. Walker, U. L. Williams, R. M. Warr.

VICTORIA HOTEL.—Mr. F. Bailek, Mrs. M. C. Bartholomew, Messrs E. E. G. Barnes, E. C. Boveridge, Fred. Borsenikow, M. A. Cartwright, C. N. Crossie, W. F. Cumming, Dulong, Dymond, Master Dumontier, Messrs. Franklin, W. C. Holkeon, Geo. Johnstone, Honourable J. J. Macdonald, Messrs. W. MacLean, Noah, G. J. Reddie, W. Reigaud, W. Farr, E. de Villeneuve, E. S. Wheeler, T. Lloyd Williamses, Mr. and Mrs. J. Wood.

FRANK HOTEL.—Mr. Jos. and Mrs. Benskin's.

Mr. and Mrs. J. R. Brown, Miss B. Brown,
Miss Charles Meyer, Messrs. B. Cuyler, J. Harrison,
Messrs. Dakin, Mr. and Mrs. Dickinson, Mr. J.
and Mrs. Dimondale, Mr. E. Evans, Mr. J.
Charles L. Brommes, Miss M. Hale, Messrs. W.
W. Hall, Alfred Higgins, Alfred C. Lamson,
H. P. Mowley, A. J. Oliver, D. W. Ogilvie,
G. S. Remden, Major Turner, Messrs. Clara H.
West and Nellie W. West, Col. John T. West,
Baron and Baroness von Wahnman.

VESSELS IN DOCK.

ARDEN Docks.—100 COK.
 KOWLOON Docks.—Portuguese gunboat Div.
 Solyda, Japan.
 COSMOPOLITAN Dock.—Ancona.
 TO-DAY.
 Sale of Machinery at Yamati, 3 p.m.
 Meeting of St. John Lodge, 5 p.m.
 NOTICES OF FIRMS
 NOTICE.

**HAVE This Day Commenced Business as a
SHADE and GENERAL BROKER.
T. F. HOUGH,
16, Bank Buildings.
Hongkong, 20th May, 1891. [1254]**

**CANADIAN PACIFIC RAILWAY
COMPANY.**

**CHINA and JAPAN ROYAL MAIL
STEAMSHIP LINE.**

THE Undersigned have been appointed
AGENTS in HONGKONG and CHINA for
the above Line.
DODWELL CARROLL & Co.
Hongkong, 15th May, 1891. 1231

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA.
HOLLIDAY WISE & Co.

Yongling, 11th April 1893. 1899

NOTIFICATIONS.

HONGKONG TRADING CO., LTD.

"COLONIAL HOUSE."

BATH TOWELS AND BLANKETS.

BATH TOWELS.

TURKISH TOWELS.

HONEYCOMB TOWELS.

BRICK TOWELS.

Calvert's D and 20 per cent. CARBOLIC SOAP.

GENUINE FLORIDA WATER.

STRONG BAGS, SPONGE BASKETS.

BATHING COSTUMES, BATHING DRESSERS.

HONGKONG TRADING COMPANY, LTD.

12 GOLD MEDALS SILVER MEDALS

By Appointment.

KUHN & CO.

HONGKONG, YOKOHAMA.

(Established 1863).

THE ORIENTAL PINE ART DEPOT.

Known as the Oldest and most reliable dealer in the East.

Hongkong, 25th February, 1931.

By Appointment.

A. S. WATSON & COMPANY, LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The various ingredients only are used, and the utmost care and cleanliness are accorded to the manufacture throughout.

LAGER BEER, SODAS.

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST & PORT ORDERS.

Whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Duties when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is, DISPENSARY, HONGKONG.

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SHRUBBER WATER.

SARSAPILLA WATER.

TONIC WATER.

GINGER ALE.

CLIMBERADE.

No Credit given for Bottles that look dirty, or grubby, or that appear to have been used for any other purpose than that of containing Aerated Water, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.

Hongkong, China, and Manila.

Telephone No. 12.

Telegraphic Address Press.

THE DAILY PRESS.

HONGKONG, MAY 27th, 1931.

This letter addressed to the Government by the Chamber of Commerce on the 22nd inst., though dealing directly only with the taxation of shipping, affords some strong arguments in favour of the establishment of a Harbour and Light House Board. In Sir William Denham's undeviating speech, published on the 30th April, His Excellency made some remarks to the effect that the taxation on shipping might, if necessary, be increased, without danger to the prosperity of the port. Upon this the Chamber addressed the Government, pointing out that shipping, instead of involving the Colony in expenditure, contributed a substantial sum to the general revenue after payment of all services in any way chargeable to the harbour. His Excellency wrote a minute in reply in the course of which he said that the payment by junks of taxes aggregating the respectable sum of \$22,297 was treated by the Chamber as though it should be credited to the harbour, apparently for the purpose of proving that vessels of European construction ought to pay nothing at all. "If it is urged," His Excellency continued, "that junks pay no 'light dues,' my reply is that, relating to 'tonnage,' trading junks pay far more than 'European vessels, even including the special Gay Bait tax about to be remitted.' The Chamber shows in their letter that, while foreign shipping contributed to the harbour revenue at the rate of 1.25 cents per ton, the junk, imported only at the rate of 0.4 cents per ton. Here, then, we have the Governor of the Colony attributing to a vastly important subject the most lamentable ignorance. While this want of information prevails in the Government it is reasonable to suppose that the regulations made under the present system can possibly be as satisfactory as they might be expected to be if made by a body of men possessing a practical acquaintance with the subject?

There is no reason to fear that a Harbour Board, composed of merchants would attempt to levy excessive dues on junks as compared with foreign shipping. The importance of the junk trade to the Colony is too well understood for that. The junks are the distributing medium for the bulk of the cargo landed for disposal at Hongkong, and self-interest alone would lead a representative Harbour Board to endeavour to make the port as attractive to junks

as possible, in which we think they would succeed better than the Government has done. It was to the pressure of European public opinion that the regulation of the grievance arising from this so-called blockade of the harbour by the Chinese revenue cruisers was due, and the same lively interest in the welfare of the junk trade would be evinced by a Harbour Board composed of European merchants. But it is by no means essential that the Board should be exclusively composed of Europeans; on the contrary, we are inclined to think it would be well that Chinese interests should be directly represented by the presence on the Board of one or more Chinese gentlemen, connected with the junk trade.

Given a Harbour Board such as is now suggested, and the Colony would be safe against further trouble from the cargo boat strike of 1888, which was the direct outcome of a Government blunder. His Excellency in indicating in his minute the items of expenditure he thought might be expended in improving the harbour, the salaries of the officers of almost every public department, "from this," Governor, who occasionally (as in the case of the cargo boat strike) is largely occupied with harbour questions and has to deal daily with a considerable number of "harbour papers" down to the Sikh policeman "who has to take charge of drunken sailors." The Chamber in their reply say: "The 'cargo boat strike' is well within the memory of the Committee. It arose from 'injurious action on the part of the Government. His Excellency called to his aid, one afternoon, many members of the community, amongst them some of the Committee, to obtain their views on the situation. His Excellency adopted the suggestions that were then tendered and the following morning the strike had disappeared." In his able despatch of the 31st October, 1889, on the condition and prospects of Hongkong the Governor gave a very succinct account of the strike in question and admitted that the strike had a just cause of complaint. It is unnecessary to say to refer to the serious effects of that strike on the trade of the Colony, brief as was its duration, but it seems to us that no one could have suggested a stronger argument in favour of the establishment of a Harbour Board than His Excellency has unintentionally done by introducing the mention of the cargo boat strike into the discussion. The strike was not on a question of wages but of an unnecessary and oppressive Government regulation. The suggestion that shipping should be taxed to pay the cost of settling blunders for which the Government is responsible does not commend itself so fully to reason as the suggestion that the shipping interest should be allowed to manage its own affairs and avoid such blunders.

H.M.S. *Impetuous* and *Redpoll* left for the North yesterday.

The P. & O. steamer *Brindisi* left Singapore at 10 a.m. on the 25th inst. for this port.

There were 1,772 visitors to the City Hall Museum last week, of whom 139 were Europeans.

The *Financial News* says: "The North German Lloyd Line has been ordered to run a line of steamers between Genoa, Batavia and Hongkong for a period of twelve months."

The British North Borneo Herald understands that owing to the prevalence of hydrophobia in Singapore, it is probable that the Government will import dogs into any part of British North Borneo or Labuan for a period of twelve months.

It is stated that the steamer *Albatross* which was wrecked off the coast of the Philippines, has been found and is now being towed to the Philippines.

A letter from Philadelphia says: "Pumpkin man is looking up and will soon be in the market."

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The Agents (Messrs. Dowling, Ogilby & Co.) have been notified to a quarter of twelve in the afternoon of the 26th inst. that the *Albatross* had been found and was now being towed to the Philippines. The *Albatross* was a small steamer of 100 tons, built in 1888, and was owned by the Philippine Government. It was on its way from Manila to Hongkong when it was wrecked off the coast of the Philippines. The wreck was discovered by a local fisherman, and the steamer was raised and towed to the Philippines. The *Albatross* was a small steamer of 100 tons, built in 1888, and was owned by the Philippine Government. It was on its way from Manila to Hongkong when it was wrecked off the coast of the Philippines. The wreck was discovered by a local fisherman, and the steamer was raised and towed to the Philippines.

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